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GUIDE TO THE LANDS

OF THE

FIRST DIVISION

OF THE

SAINT PAUL AND PACIFIC

RAILROAD COMPANY.

MAIN LINE.

ONE MILLION ACRES. IN TRACTS TO SUIT PURCHASERS. AT LOW
PRICES FOR CASH OR ON LONG CREDIT

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COPY - 1936

ST. PAUL, MINNESOTA:
GENERAL OFFICES NEAR THE DEPOT, ON THE LEVEE.

1871.

St Paul + Pacific N L 216
SUP + P 13c Santa Rapas 76

Bonus 65

Santa Rapas Permana 314

671

Main Line -

DAKOTA

OUTLINE MAP
 of
CENTRAL MINNESOTA
 Scale 56 Miles
 to
 One Inch

The Shading shows the Boundaries
 of the LANDS of the 1st DIV. of the
SANTY PAUL & PACIFIC
RAIL ROAD COMPANY

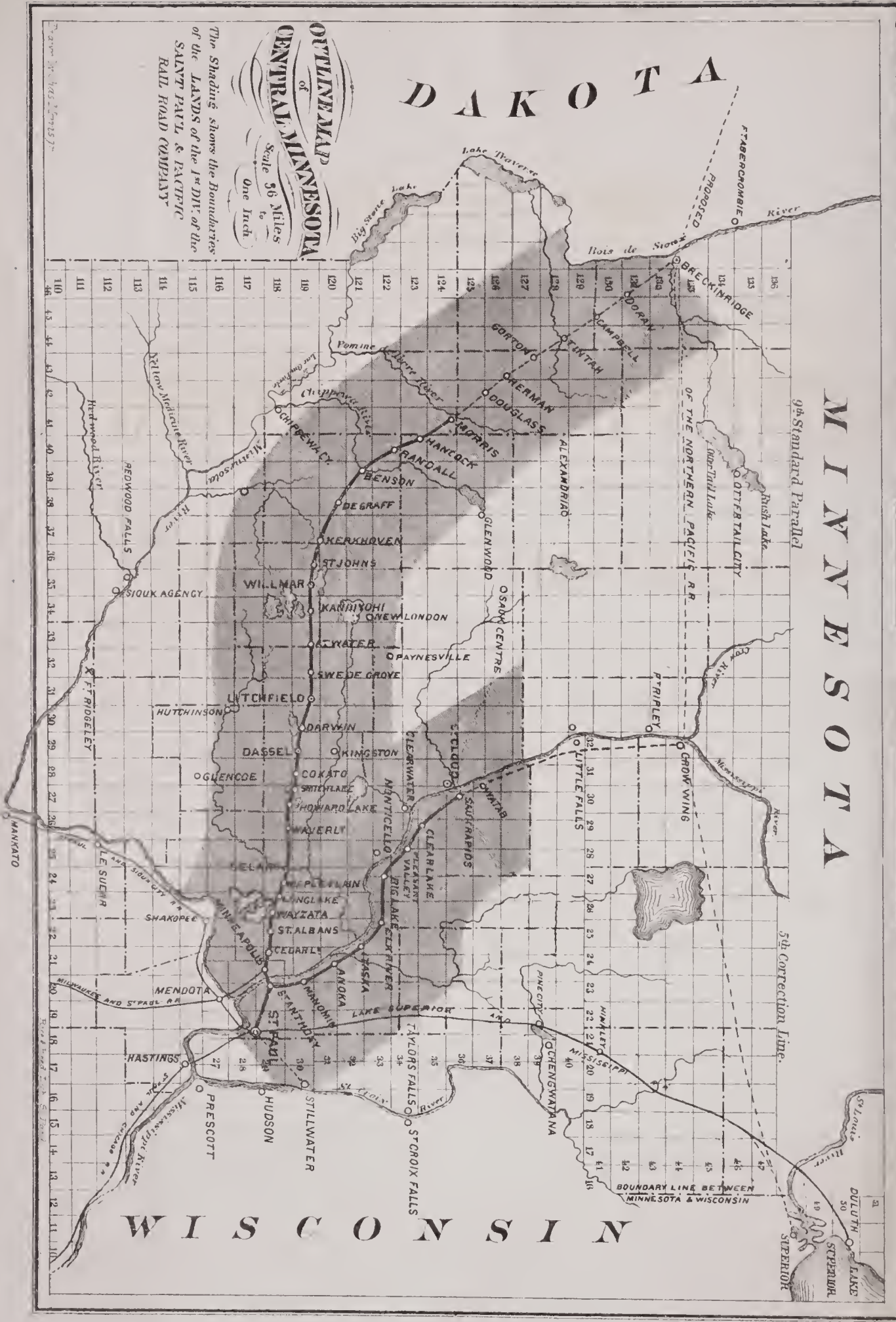
MINNESOTA

9th Standard Parallel

5th Correction Line

BOUNDARY LINE BETWEEN MINNESOTA & WISCONSIN

WISCONSIN



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This Pamphlet is sent to parties applying to this Company for information touching the Lands it offers for sale.

The Maps in this edition show the Lands on the MAIN LINE only. An edition with Maps of the BRANCH LINE Lands, can be obtained at the Office of the Company.

For more specific and detailed information, apply personally or by letter to

THE LAND COMMISSIONER OF
THE FIRST DIVISION OF THE ST. PAUL & PACIFIC RAILROAD CO.,
ST. PAUL, MINN.

General Office on the Levee, near Rail Road Depot.

HERMANN TROTT,
Land Commissioner.

E. D. ATWATER, Secretary.



The North Star State.

The State of Minnesota extends from $43\frac{1}{2}^{\circ}$ to 49° of North latitude, and from $89^{\circ} 29'$ to $97^{\circ} 5'$ of West longitude. Its boundaries are: on the North, the British Possessions; on the South, the State of Iowa; on the East, Lake Superior and the State of Wisconsin; on the West, the Territory of Dakota. Its area is 84,000 square miles, or about 54,000,000 acres, a large per centage of which is suited for the plow, and the remainder—not arable—rich in various species of timber and abounding in minerals. Its rapid growth in population and wealth has never been equaled on the American continent, and may be attributed to its *healthy climate, fertile soil, pure water, cheap lands, convenient markets*, and the magnificent provision made for *common schools*.

The general surface of the country is undulating, similar to the rolling prairies of the adjoining States of Iowa and Wisconsin; with greater diversity, beauty and picturesqueness imparted to the landscape by clear lakes, numerous waterfalls, high bluffs and wooded ravines.

The physical conformations of the State divide it into three principal districts.

In the Northern part of the State, an exception to its general evenness of surface occurs, in an elevated district, which may be termed the **HIGHLANDS OF MINNESOTA**. This district is of comparatively small extent,—16,000 square miles—and covered with a dense growth of pine, fir, spruce, &c.; it has an elevation of about 450 feet above the general level of the country, and is covered with hills of diluvial sand and drift from 85 to 100 feet in height, among which the three great rivers of the American Continent—the Mississippi, St. Lawrence, and Red River—take their rise. The temperature of this district is from 5 to 8 degrees lower than that of the rest of the State; although possessing some good land, its principal value consists in its immense forests and its rich mineral deposits of copper, iron and the precious metals.

The **VALLEY OF THE RED RIVER** forms another district larger than the Highlands, containing 18,000 square miles, with a deep, black soil, composed of alluvial mould, and rich in organic deposits. This district produces the

heaviest crops of grain, especially wheat, of any section in the United States. It has a subsoil of clay, is well timbered, with but few rivers or lakes, and is not, therefore, so well drained as other parts of the State.

The MISSISSIPPI VALLEY comprises the third district; it contains about 50,000 square miles, or about three-fifths of the whole State. Its general characteristics are those of a rolling prairie region, resting on secondary rocks; it is unusually well drained, both by the nature of the soil, which is a warm, dark, calcareous and sandy loam, and the innumerable lakes and streams which cover its surface with a perfect network. It is dotted by numerous and extensive groves and belts of timber. These main districts are also subdivided into smaller ones, by the valleys of the numerous streams which intersect them; but space does not admit of a detailed description. The Mississippi Valley and the Valley of the Red River of the North, constitute the garden spot of the West, and they embrace within their limits one of the finest agricultural districts in the world.

The MISSISSIPPI RIVER, 2,400 miles long, which drains a larger region of country than any stream on the globe, with the exception of the Amazon, rises in Lake Itasca, in the northern part of Minnesota, and flows southeasterly through the State 797 miles, 134 of which forms its eastern boundary. It is navigable for large boats to St. Paul. The season of navigation has opened as early as the 25th of March, but usually opens from the first to the middle of April, and closes between the middle of November and the first of December.

The MINNESOTA RIVER, the source of which is among the Coteau des Prairies, in Dakota Territory, flows from Big Stone Lake, on the western boundary of the State, a distance of nearly 500 miles, through the heart of the southwestern part of the State, and empties into the Mississippi at Fort Snelling, 5 miles above St. Paul. It is navigable as high up as the Yellow Medicine, 238 miles above its mouth, during good stages of water.

The RED RIVER SLOPE, whose southern point extends to Lac Traverse, separated from Big Stone Lake by a distance of only three miles, extends northward, maintaining a uniform altitude of nearly 1,000 feet. The Red River has its source in the heights of land near the head waters of the Mississippi, where it flows southwardly, then making a sudden detour, where its waters become navigable, it runs nearly due north, washing the western boundary of Minnesota for 380 miles.

The American Valley of the Red River is about 250 miles from north to south, and contains an area of 18,000 square miles. Pope, in his official report to Congress, says: "In its whole extent, it presents an unbroken level of rich prairie, intersected at right angles by all the heavily timbered tributaries of the Red River, from the east and west, the Red River itself running nearly north through its center, and heavily timbered on both sides with elm, oak, maple, ash, &c. This valley, from its vast extent, perfect uniformity of surface, richness of soil, and abundant supply of wood and water, is among the finest wheat growing countries in the world."

Of the region around Otter Tail Lake, the same writer says: "The whole region of country for forty miles, in all directions, is one of the most beautiful and fertile in the world. The fine scenery of lakes and open groves of oak timber on the prairies, of winding streams connecting them, and beautifully rolling country on all sides, renders this portion of Minnesota the garden spot of the Northwest."

Lakes.

The whole surface of the State is literally begemmed with innumerable lakes, estimated by Schoolcraft at 10,000. They are of all sizes, from 500 yards in diameter to 10 miles. Their picturesque beauty and loveliness, with their pebbly bottoms, transparent waters, wooded shores and sylvan associations, must be seen to be fully appreciated. They all abound in fish—black and rock bass, pickerel, pike, perch, cat, sunfish, &c., of superior quality and flavor; and in the spring and fall they are the haunts of innumerable ducks, geese, and other wild fowl. In some places they are solitary, at others found in groups or chains. Many are without outlets; others give rise to meandering and meadow-bordered brooks.

Lieutenant Maury says: "We see, with these beautiful sheets of water, nature has done for the Upper Mississippi what Ellet proposed should be done by the government for Ohio, and what Napoleon III. is doing for France. Every one of these thousand lakes is a reservoir for the rains in the wet season, which it reserves to fill up the river in the dry—at least this is one of their offices, for they have many." "Minnesota is far from the sea, but it is a better watered country than either Kansas or Nebraska. Indeed, it may be considered the best watered State in the Union; and it doubtless owes its abundance of summer rains measurably to the lake system."

Forests.

Among those unacquainted with the State, Minnesota is apt to be regarded as a prairie country destitute of timber. On the contrary, there is no Western State better supplied with forests.

In the northern part of the State is an immense forest region, estimated to cover upwards of 21,000 square miles, constituting one of the great sources of wealth and industry of the State. The prevailing wood of this region is pine, with a considerable proportion of ash, birch, maple, elm, poplar, &c. West of the Mississippi, lying between it and the Minnesota, and extending south of that stream, is the Big Woods, about 100 miles in length and 40 miles wide. This district is full of lakes, and broken by small openings. The prevailing woods are oak, maple, elm, ash, basswood, butternut, black walnut and hickory. Besides these two large forests, nearly all the streams are fringed with woodland, and dense forests of considerable extent cover the valleys. The extensive bottoms of the Mississippi, Minnesota, and Blue Earth, are covered with a heavy growth of white and black walnut, maple, boxwood, hickory, linden and cottonwood.

Climate.

The assertion that the climate of Minnesota is one of the healthiest in the world, may be broadly and confidently made. It is sustained by the almost unanimous testimony of the thousands of invalids who have sought its pure and bracing air, and recovered from consumption and other diseases, after they had been given up as hopeless by their home physicians; and it is sustained also by the published tables of mortality in the different States.

These facts, establishing as they do, the remarkable salubrity of the cli-

mate, are borne out by statistics. The figures are accessible to all who will take the trouble to examine the official reports.

The vast immigration from Illinois, Indiana, and other Western States, to Minnesota, affords collateral evidence of the superior climate of this State.

The census returns show that Illinois has sent over 5,000 of her native-born population to Minnesota. This is a larger quota, in proportion to her population, than any other Western State. A large majority of these are set down on the census rolls as children whose parents were born in some Eastern State or foreign country. If the adult members of the family are added to the computation, we shall find the number of emigrants from Illinois to Minnesota not less than ten thousand. Illinois has a rich soil, warm climate, and abounds in the luxuries of life. What cause but dissatisfaction with a climate that involves them with perpetual warfare with disease, could induce such multitudes to forego comforts already enjoyed, and brave again the hardships of pioneer life? Let the multitudes of robust, healthy children that crowd our schools, sport in our streets, and roam over the prairies, testify to the parental prudence that instigated this flight to a healthier country.

Education and Schools.

Minnesota took the subject of education in hand at an early stage of her settlement, and she may now justly boast of possessing the most munificent endowment for educational purposes of any State in the Union. Two sections of land, 1,280 acres in every Township, are set apart for sale or lease, in aid of common schools, amounting in all to three million acres.

Governor Marshall, in his message to the Legislature, January 7th, 1870, upon this subject, says:

“The sales of school lands during the year, have been 39,917.33 acres, producing \$238,304.45, which sum added to the former accumulations, makes the fund now amount to \$2,371,199.31. When all the lands constituting the source of this fund are sold, it will, according to intelligent estimates, be not less than sixteen millions of dollars. This rich inheritance for the children of Minnesota must be watched and guarded with unflagging vigilance; even gratitude to the national government would demand this of us.”

The interest of this permanent fund is semi-annually apportioned among the counties in proportion to the number of children therein. The amount for each scholar the past year has been \$1.15. It amounted to \$148,529.40.

The whole number of organized school districts in the State for the year 1869, was 2,377.

The whole number of persons in the State between five and twenty-one years of age on the 30th of September, 1869, was 144,414, an increase for the year of 15,311. The whole number of persons attending public schools during the school year was 102,086, an increase of 20,390 over that of 1868.

This exhibit of attendance surpasses that made by many of the older States of the Union.

The cost of school houses built in 1869, is \$242,039.03.

The value of all the school houses in the State is \$1,339,690.88.

The whole amount expended for school purposes has been \$823,571.82.

Another land grant of 46,080 acres has been made for the endowment of a State University. It has been located at St. Anthony, and a fine stone edifice erected for this purpose. Some pecuniary difficulties formerly surrounded the Board of Regents, but they are now settled, and the school is in operation, affording facilities for every youth in the State *to obtain a free colle-*

giate education. No State in the Union has ever equaled this, if we consider the age, population and wealth of Minnesota.

During the past year, the University of Minnesota has been fully organized by the election of a President and a full corps of Professors, and lecture courses in the various scientific branches have commenced, with an average attendance of 150 scholars.

Principal Productions.

The agricultural facilities of Minnesota are unsurpassed by the finest agricultural districts of the old States.

Wheat is the chief staple. This crop is not only more certain than in other wheat growing states, but the yield is greater than in the best of them. The average wheat yield of Minnesota has been put down at 22 bushels to the acre; in some counties the yield was 25. The crop the present year is estimated at 18,000,000 bushels. Minnesota is the banner wheat State of the Union.

Oats, Rye, Barley, Buckwheat, all attest the superiority of the climate and soil of Minnesota, and reward the husbandman with abundant harvests.

Corn grows well in Minnesota, and the yield compares favorably with that of the best corn States. The average corn yield of Minnesota in 1859, was 26 bushels to the acre; in 1860, 35 bushels; in 1865, 43½ bushels. The corn crop of 1868, was by far the largest in quantity and the best in quality ever grown in the State, amounting to 4,800,000 bushels.

Potatoes.—“The superior flavor and the rich farinaceous quality of the potatoes of Minnesota, afford an apt illustration of the principle maintained by Dr. Forry, that the cultivated plants come to perfection only near the northern limits of their growth. In the south, the potato, in common with other tuberous and bulbous plants, with beets, turnips, and other garden roots, is scarcely fit for human food. ‘A forcing sun,’ says Dr. Forry, ‘brings the potato to fructification before the roots have had time to attain their proper size, or ripen into the qualities proper for nourishment.’ Minnesota at the West, reproduces the best northern samples of this delicious esculent, in characteristic perfection. From their farina and flavor, the potatoes of Minnesota are already held in considerable esteem as a table delicacy in the States below us, and a market is rapidly growing up for them throughout the States of the Mississippi Valley, as is indicated by increasing exports.” The potato crop of Minnesota is remarkably exempt from the *rot* which often affects that of States south of us. In the fall of 1864, a large proportion of the potatoes in the St. Louis and Eastern markets were rotten hearted, while Minnesota potatoes were perfectly sound. The average yield of this crop in 1859, according to the assessors’ returns, was only 115 bushels to the acre; in 1860, it was 138; and in 1865, 164 bushels. These figures must not be understood as giving a fair showing of the actual capacity of the soil when it is known that the crops giving these results were simply plowed in and overrun with grass, receiving no other attention than one or two plowings. When due attention is paid to cultivation, the yield will be from 300 to 400 bushels per acre. The total crop of 1868 was 2,300,000 bushels.

Maple Sugar.—The sugar maple is found plentifully in the timbered part of the State. A product of 250,467 pounds of maple sugar was reported for 1869.

Tobacco.—In 1869, 11,293 pounds of tobacco, averaging 1,140 pounds per acre, were raised in the State.

Hay.—Timothy and clover flourish in Minnesota; in fact, white clover, red top, and blue grass seem indigenous to the soil, and speedily cover any land pastured much. The tame grasses are but little cultivated on this account; the luxuriant growth of the native grasses which cover the “immense surface of natural meadow land formed by the alluvial bottoms of the intricate network of streams which everywhere intersect the country,” and which “are as rich and nutritious in this latitude as the best exotic varieties,” render cultivation unnecessary. The average yield of these grasses is 2.12 tons per acre, 60 per cent. greater than that of the great hay State of Ohio, which, according to the Commissioner of Statistics of that State, is $1\frac{1}{3}$ tons per acre.

The lint plants, *Flax, Hemp, &c.*, as they come to perfection only in a cool climate, do extremely well in Minnesota. Their bark in southern climates is harsh and brittle, because the plant is forced into maturity so rapidly that the lint does not acquire either consistency or tenacity. Minnesota is equal for flax and hemp growth to Northern Europe. The yield of hemp lint in 1862, was 1,140 pounds per acre; flax lint, 750 pounds per acre.

Onions, Turnips, Parsnips, Carrots, Beets, and nearly all bulbous plants do equally as well as the potato.

Turnips, Rutabagas and Beets often attain a great size.

The Salad Plants.—Cabbages, lettuce, endive, celery, spinach—plants whose leaves only are eaten—are not only more tender here than in warm climates, where the relaxing sun lays open their buds, and renders their leaves thin and tough, but are more nutritious, because their growth is slow and their juices well digested.

Melons, although they come in rather late, instead of throwing too much of their growth into the vine, as they do south, attain a large size and a rich saccharine and aromatic flavor. This is especially true of the cantelope melon, which in warmer climates has its sides baked or rots before it is fully matured.

Pumpkin, Squash, &c., on the same principle, fully mature, and grow very fine and large. The Hubbard variety requires early planting, say first of May.

Beans, Peas, &c., of every variety, are fine and prolific. Rhubarb, or Pie-Plant, flourishes without cultivation.

The Hop Culture pays well in this State.

Perhaps in no State in the Union does the soil so surely and amply reward labor, or yield larger products for the amount of labor bestowed on it. It is easily cleared of weeds, and once clean, its warm, forcing nature enables the crop to speedily outstrip all noxious growths. Two good, thorough workings usually insure a good growth of almost any cultivated crop.

Fruits.

Apples, &c.—An impression seems to prevail abroad that we cannot raise fruit in Minnesota—"an extraordinary inference," says Wheelock, "when we consider that many forms of wild fruit are indigenous to the country." Our climate is evidently not so well adapted to fruit-raising as that of some other States south of us. Still, sufficient of most kinds may be raised to supply the home demand. It has been demonstrated that many varieties of apples do well here, and there are now several bearing orchards in the vicinity of Minneapolis, Winona, St. Paul, Red Wing, Owatonna, Rochester, Mankato, and other portions of the State. The specimens of Minnesota apples at the State Fair of 1866, were equal in size and flavor to the same varieties elsewhere produced. It is not the severity of the winter that kills the tree, but the alternate thawing and freezing of the south side of the tree in the spring, which is avoided by mulching, and protecting the stem of the tree when young, by a wrapping of straw. The State being new, time sufficient for planting and acclimating orchards has not elapsed; but there is no longer any doubt of our ability to raise fine apple orchards. Dwarf cherry and peach trees, which are easily protected in winter, do well, but the larger varieties are too tender. However, cherries may yet succeed, as the wild variety is a native of the soil. Apples grow well in Wisconsin, right alongside of us; in Canada and New England, north of us. The inference is clear that by procuring our trees *north of us*, (not south, as has heretofore been the practice,) or planting the seeds and thus acclimating them, or by *grafting* on to the stock of the Siberian Crab, which is remarkably healthy and hardy, and flourishes here through the coldest winters without protection, we may raise all the apples we wish. There are several flourishing nurseries near Winona, Red Wing, St. Paul, Minneapolis, and other portions of the State.

Crab Apples.—The wild crab apple tree is indigenous to the soil, improves much by cultivation, and furnishes an excellent stock for grafting, but inferior to the *Siberian Crab*, which is equally hardy, and furnishes an excellent apple for preserving. Some varieties approach a hen's egg in size, and are quite palatable.

Strawberries.—Every variety of this excellent fruit does well here, attaining a size and flavor unsurpassed. Wild ones fill the woods and prairies every year.

Grapes.—The different varieties succeed well here, and several varieties of the wild grape vine grow luxuriantly all over the State. The cultivated varieties, while young, require to be laid down in the fall, and protected by a light covering of straw. The nature of our climate and soil would seem to designate Minnesota as a great grape-growing State. The juices of the grape, says Dr. Forry, are best matured for wine near the northern limit of their growth. On the Rhine, in Hungary, the sides of the Alps, and other elevated or northern situations, the vine is strongest, richest, and most esteemed. The grapes of France are more delicious for the table than those of Spain or Madeira, south of it. The excess of heat and moisture in the States south and east of us, blights the grape to such an extent that its culture has been abandoned. The vine, however, whether wild or cultivated, grows there luxuriantly. The vinous fermentation, as well as the pressing

and distillation of the juice, can also be best conducted in a climate comparatively cool.

Truman M. Smith, Esq., of the "St. Paul Gardens and Nursery," has succeeded well in a large variety of fruit. He writes: "Grapes have always done well with me. I have not in any year failed to have my grapes thoroughly ripe before frost; and in 1867, the coldest one on record, I ripened twenty-seven varieties, and have now, on this 20th of January, 'Delawares' in good condition, by hanging them up in a cool, dry cellar."

Gooseberries, Currants, and Raspberries are cultivated extensively throughout the State, unsurpassed in flavor, size and productiveness. They also grow wild, in common with *Blueberries, Whortleberries*, and both marsh and upright *Cranberries*.

Wild Plums, of a great many different varieties, some of them very large and fine, approximating the peach for domestic purposes, abound in the neighborhood of streams, lakes, and moist localities. They improve so much by being transplanted and cultivated, as to equal any of the tame varieties.

Wild Cherries are also plenty.

From this list it is apparent that Minnesotians are not likely to suffer for the want of fruit. And it may be remarked of all fruits generally grown in Minnesota, that, owing to the principle announced by Dr. Forry, they attain a perfection found only at the northernmost limit of their growth. The pulp is delicate, saccharine, and of a rich flavor, while they are free from the larvae, gum, knots and acerbity of fruit grown further south. The dryness of the atmosphere, as well as the inherent perfection of the fruit, enables us to preserve it for a much longer time than can be done in warmer localities. Apples keep much better than in St. Louis or Cincinnati.

Cheapness of Opening Farms.

It is a fact worthy of note, that in all places whose growth is unsubstantial, the price of land is disproportionately high, while its products are low. But in Minnesota real estate is low, land is extremely cheap, (owing to the large surplus yet unoccupied,) while its products command the first prices. Wheat, oats, corn, potatoes, and in fact all that the farmer raises, find a ready market for cash at home. A curious illustration of the practical working of this principle is, that lands purchased at ten dollars per acre, *are paid for out of the proceeds of the first crop*. Take this instance: a gentleman having a farm for sale, offered it with improvements, for \$9 per acre. Failing to sell, he leased it, receiving one-third of the crop. His third netted him more than he would have realized from the sale of the land. Many such instances could be given. This illustrates what bargains may be secured where lands are cheap and the products of the soil high. A communication in the *St. Paul Press* says: "It is our duty to let people read and learn of Minnesota, where a man can buy land, break and fence it, and pay for the land, breaking, fencing and all expenses, *out of the first crop!*"*

A man with a small but high-priced farm in the old States, can dispose of it for sufficient to set himself up well in Minnesota, and procure a farm for

* This was written when wheat brought \$2 and more, per bushel, and was perfectly true at that time; at present prices of wheat and other farm produce, it is safe to say, that three crops will pay for land and all expenses. The experience of this Company shows, that most contracts for land made for ten years, were paid up at the expiration of five or six years.

each of his children besides ; and these farms in a few years will be as valuable as the one in the old States is now. The fortunes made by farmers here within a few years would scarcely be credited in the older States.

The Railroad Lands of the First Division of the St. Paul and Pacific Railroad Company.

A glance at the map of the State shows the location of these lands to be in the centre, north and south, and extending across the entire State, east and west. THEY ARE ALL LOCATED IN VALLEYS OF THE MISSISSIPPI AND THE RED RIVER OF THE NORTH. There is not, within the limits of these grants, any tract of considerable extent, unfit for cultivation.

These lands have been reserved from sale since 1857, and are now offered to actual settlers. They are the odd numbered sections situated on either side of, and within twenty miles of the lines of railroad. The even numbered sections have been, for the most part, disposed of under the homestead and pre-emption laws. The railroad lands are offered at low prices and upon easy terms.

The Title.

To the lands upon the BRANCH LINE, which extends from St. Paul to Watab, 80 miles, the Company have acquired an absolute title by the construction of the road to Sauk Rapids.

The lands were granted by Act of Congress to the State; on the completion of each section of 20 miles of the road, the State by deed conveyed the lands pertaining to such section to the Company. The lands have been deeded in trust by the Company, to three trustees, to secure the construction of the road. By the terms of the trust deed, the Company are at all times at liberty to contract for the sale of any of the lands at such prices as it deems reasonable, for cash or credit; when the purchaser has paid the price agreed upon, he receives a deed from the Company and the trustees, which gives him an absolute title in fee simple, and includes as well the title of the Company as of the trustees aforesaid.

INDUCEMENT TO SETTLERS.

The attention of persons whose limited means forbid the purchase of a homestead in the older States, is particularly invited to these lands. The farms are sold in tracts of 40 or 80 acres and upwards, at prices ranging from \$5.00 to \$15.00 per acre. Cash sales are always One Dollar per acre less than Credit sales. In the latter case, 10 years are granted if required.

Example.—80 acres at \$8.00 per acre, on long credit—\$640.00. A part payment on the principal is always desired, but in case the means of the settler are very limited, the Company allows him to pay only One Year's Interest down, dividing the principal in ten equal annual payments, with seven per cent. interest each year on the unpaid balance:

	Interest.	Principal.		Interest.	Principal.
1st payment,	\$44.80		7th payment,	\$17.92	\$64
2d “	40.32	\$64	8th “	13.44	64
3d “	35.84	64	9th “	8.96	64
4th “	31.36	64	10th “	4.48	64
5th “	26.88	64	11th “		64
6th “	22.40	64			

The purchaser has the privilege to pay up any time within the 10 years, thereby saving the further payment of interest.

The same land may be purchased for \$560.00 cash.

To save time and expense to the purchaser, applications for Railroad Lands are received by all Station Agents, who are furnished with plats of surrounding country.

At the Railroad Stations, which are located on the large prairie, the Company contemplate to establish wood yards, which will be stocked with maple and other good hard woods, and sold at cost price, which it is calculated, will not be more than \$5 or \$6 per cord.

Any other information will be furnished on application in person, or by letter, in English, French, German, Dutch or Scandinavian, addressed to

LAND COMMISSIONER,

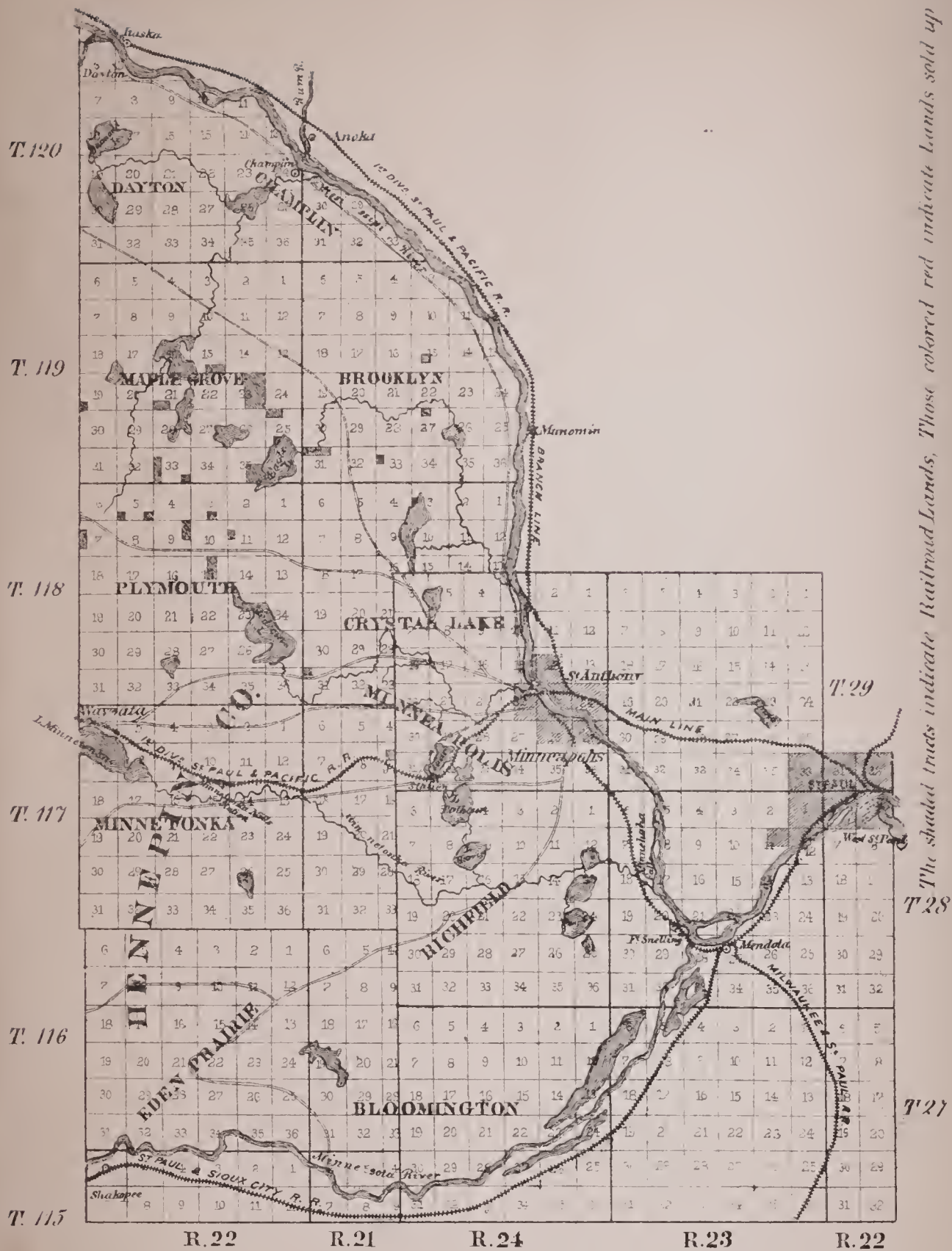
First Division St. Paul & Pacific R. R. Co.,

SAINT PAUL, MINN.

OFFICE ON THE LEVEE, NEAR THE R. R. DEPOT.



PLATE . NO 1.



The shaded tracts indicate Railroad Lands, Those colored red indicate Lands sold up to.

T. 29

T. 28

T. 27

(See Plate 1.)

SAINT PAUL, the capital of the State, is the eastern terminus of the Main Line of the FIRST DIVISION OF THE ST. PAUL & PACIFIC RAILROAD COMPANY. The depot grounds are located in what is known as the "lower part" of the city, and command a large river front, on which there is already erected one large elevator and a warehouse, where freight and produce of all descriptions can be easily transferred from the cars directly into steamboats, and *vice versa*. As the business of the Company increases, these facilities will be multiplied, there being space enough on the river front for the erection of at least six first class elevators. The improvements contemplated to be made by the Railroad Company, to facilitate the growing demands of the enterprise, will cover about fifteen acres of ground, and when completed will cost one million dollars.

SAINT ANTHONY, ten miles from St. Paul, is at the junction of the Main and Branch Lines. The far-famed water power of St. Anthony Falls furnishes thousands of people with employment in the various mills located here, and the produce of these mechanical enterprises add largely to the business of the Railroad. The State University, now in successful operation, and an excellent High School, are located here.

The Main Line crosses the Mississippi River here, on a substantial bridge, to Minneapolis, and thence, in a northwesterly direction, to the valley of Red River.

MINNEAPOLIS, opposite to St. Anthony, also enjoys the great advantages of the falls of the Mississippi River, and with more capital invested in the improvement of the great water power on its side of the mighty stream than at St. Anthony, has succeeded in attracting the largest number of mechanical enterprises in the west, and is now justly called a manufacturing city. It already contains thirteen flouring-mills, fourteen saw mills, two woolen-mills, two paper mills, and numerous other manufacturing enterprises connected with the above.

The Milwaukee & St. Paul Railroad Company have located their machine and car shops here, which they reach by a branch road from Mendota via Fort Snelling and Minnehaha Falls. Minneapolis now counts 15,000 inhabitants, and is well provided with Public Schools and Churches. It is also the county seat of Hennepin county. Four miles west of the city the Railroad passes through a cluster of lakes which are famous as summer resorts; the Railroad Station is on Cedar Lake.

MINNETONKA CITY is situated on Minnehaha Creek, the outlet of Minnetonka Lake, and contains a very desirable water power, which is made useful for the manufacture of lumber and furniture, in which latter branch quite an extensive business is done.

WAYZATA is the Railroad Station on Lake Minnetonka, the largest and most beautiful lake in Minnesota, estimated to have a shore line of one hundred miles. It is dotted with beautiful islands, and its shores are mostly covered with heavy timber, among which appear numerous openings with the farms of industrious settlers. Wayzata contains several good hotels filled

during the summer season with tourists from the East. Two steamboats run between Wayzata, Excelsior and other points on the lake.

General Description of the Lands in this Plate.

It will be observed that the Company own but very few lands on this plate, chiefly in the town of Maple Grove. They are mostly what are called brush lands, the soil a mixture of clay and black loam, with fine meadows.

These lands are offered at prices ranging from \$6 to \$12 per acre.

PLATE N^o 2.

T. 121.

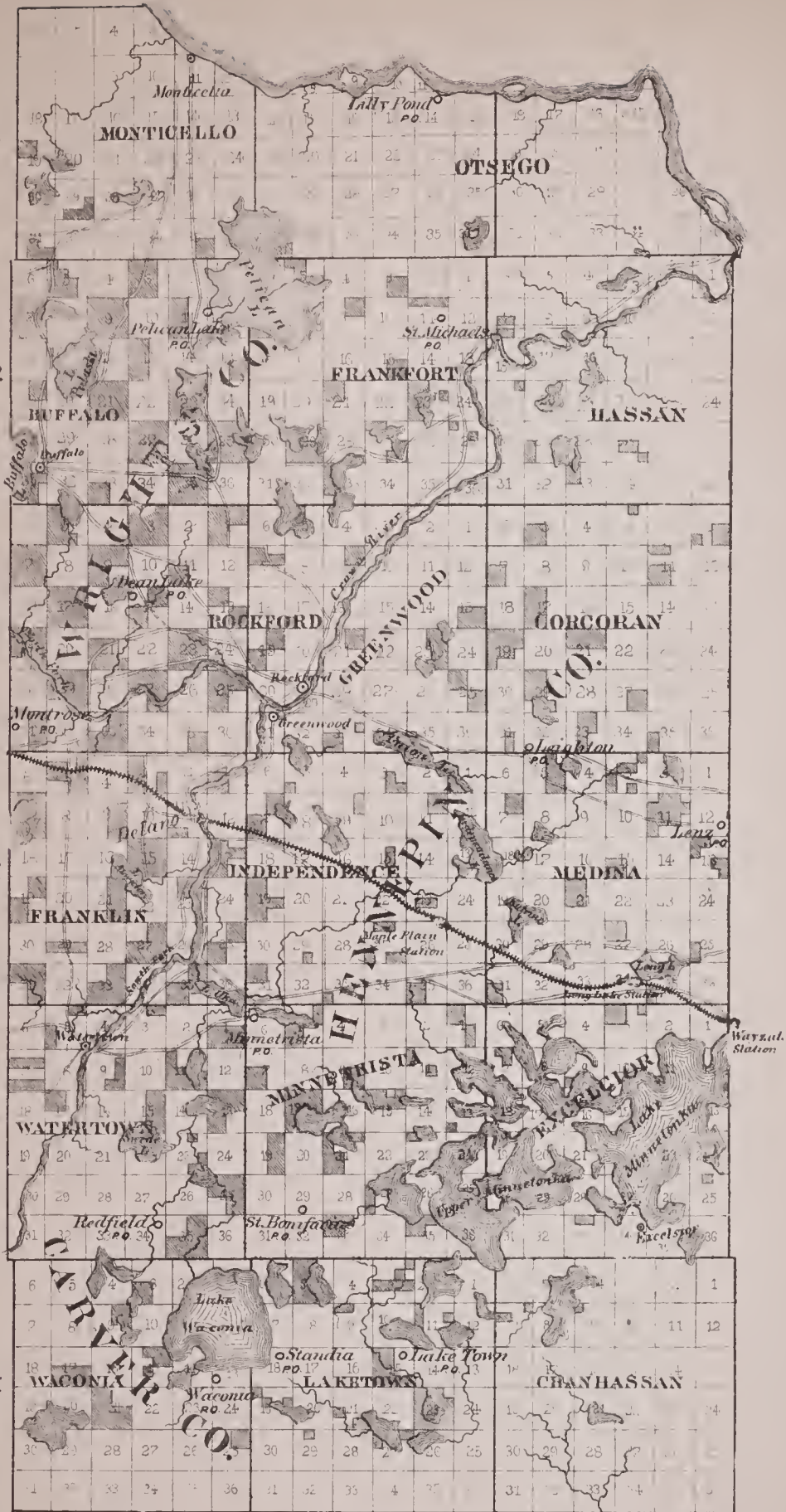
T. 120.

T. 119.

T. 118.

T. 117.

T. 116.



R. 25.

R. 24.

R. 23.

The shaded tracts indicate the Railroad Lands. Those colored Red indicate the Lands sold up to

(See Plate No. 2.)

LONG LAKE, railroad station, a village beautifully located on a lake of like name. The Messrs. May & Co. own and operate a large mill for the manufacture of staves.

MAPLE PLAIN, railroad station, principally known for its wood business. Thousands of cords of the finest maple wood are shipped from here to supply Minneapolis, St. Anthony and St. Paul.

DELANO, railroad station, on the south branch of Crow river, a very thriving village, contains seven stores, a flour and grist mill, three hotels, harness maker, blacksmith, and a furniture factory run by steam power. The R. R. Company has an engine house and grain elevator here. Seven miles south of Delano is

WATERTOWN, a village of 300 inhabitants, located in the centre of one of the oldest settlements in the Big Woods. It has several mills, stores, blacksmith and wagon shops.

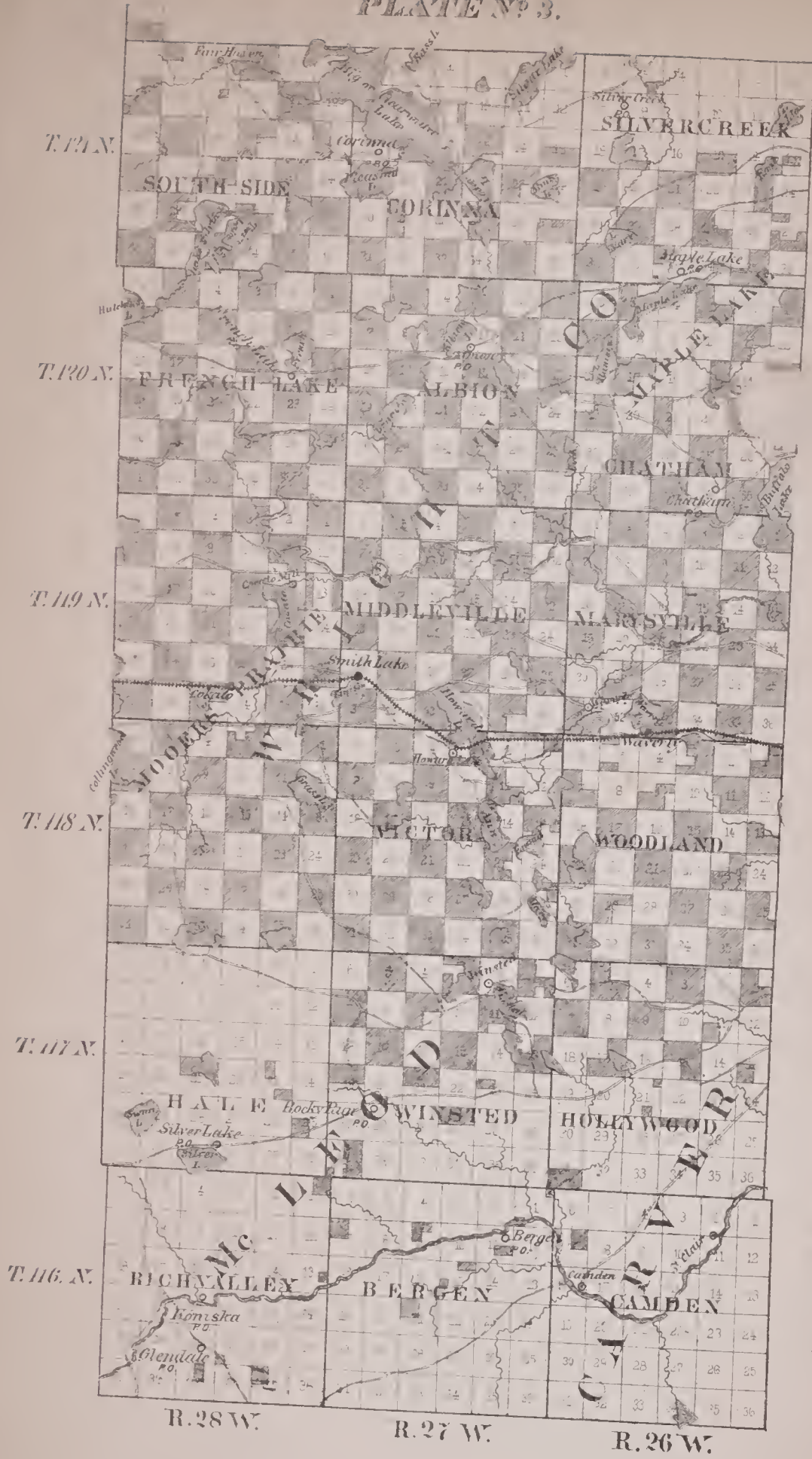
ROCKFORD, four miles north of Delano, has a fine water power on Crow river, a saw and grist mill and several stores.

BUFFALO, on Buffalo Lake, the county-seat of Wright county, contains about 300 inhabitants, is seven miles from the railroad; has several stores, a mill, and the usual county buildings.

General Description of the District embraced in this Plate.

The most of the district comprises heavily timbered lands, and very productive soil. The surface is gently rolling; the soil is a deep black loam, with vegetable mould, and produces extraordinary crops of wheat, rye, oats, corn and vegetables. The south and north forks of Crow river join at Greenwood, a mile from Rockford; from thence the stream runs in a northeast direction and empties into the Mississippi at Dayton. There are many fine meadows along its banks. Most of the lands on this plate are sold; those remaining are offered at from \$8 to \$12 per acre.

PLATE No 3.



The shaded tracts indicate Railroad Lands, Those colored red indicate Lands sold up 1

(See Plate No. 3.)

WAVERLY, a railroad station, is situated on the south shore of Waverly Lake. The Company has laid out about ninety acres for a town, and are selling lots at prices varying from \$50 to \$100. Several stores and a hotel have already been built, and a Catholic church has been erected this season. About two miles northwest from this station is the post office of Zellinger, at the outlet of Waverly Lakes. A small mill, driven by water-power, furnishes the surrounding settlement with lumber and flour. A good road from Buffalo, the county-seat of Wright county, via Chatham and Marysville, comes in at Waverly.

HOWARD LAKE, a railroad station, is beautifully situated on the shore of Howard Lake. This is one of the oldest settlements in the Big Woods, mostly Americans. A German settlement was started not long ago, about two miles south of Howard Lake, near Lake Ann, numbering now about fifty families. Howard Lake contains several stores and a saw-mill.

WINSTED, a small village about seven miles south of Howard Lake, contains a store, a saw and grist-mill. Near this place there is quite a settlement of Bohemians, Hungarians and Poles.

SMITH LAKE, a railroad station, principally important for its wood trade, is surrounded by forests, principally of maple and white oak trees, furnishing an inexhaustible supply of cord-wood and staves. The towns of Middleville and Albion are tributary to the stations of Smith Lake and Howard Lake. New roads and bridges across the north fork of Crow River, are in course of construction.

COKATO, a railroad station, is situated on what is known as Moor's Prairie, a piece of open land in the Big Woods, about five miles long, and from one to two miles wide, and very thickly settled, principally by Scandinavians.

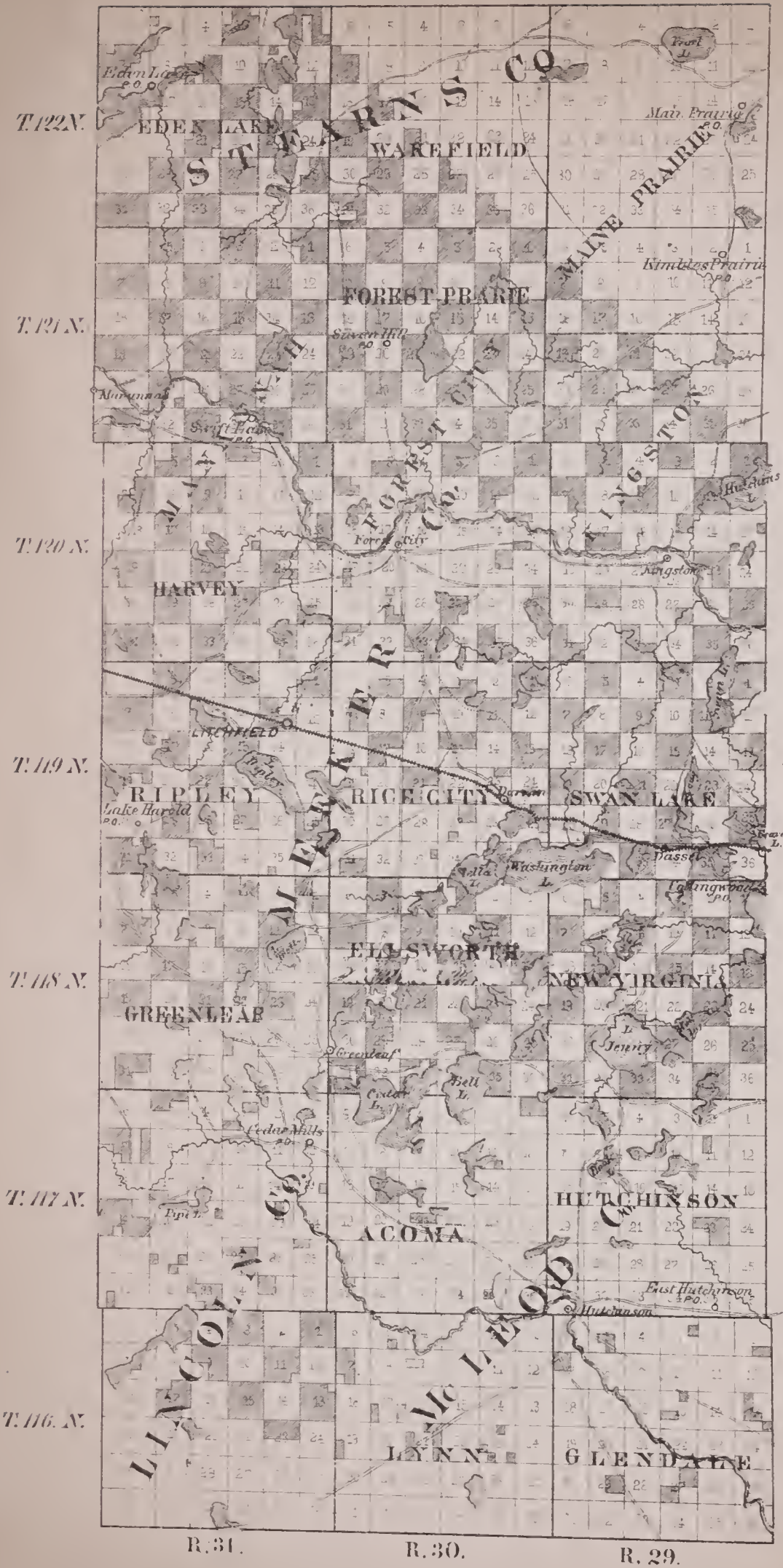
Cokato contains stores, a hotel, and a Swedish church is contemplated to be built here.

COLLINGWOOD, a small village on Collingwood Lake, contains a mill, store, hotel and blacksmith shop; is only three miles southwest of Cokato.

General Description of the Land comprised in this Plate.

The soil is very heavy, black loam underlayed with clay and gravel, and covered with a dense forest of what is known as hardwood timber, with the exception of a small strip of land called Moor's Prairie, mentioned above. In the immediate vicinity of the railroad the lands sell for from \$10 to \$12 per acre, and some distance from the railroad, at an average of \$8 per acre.

The shaded tracts indicate the Railroad lands. Those colored Red indicate the lands sold up to



R. 31.

R. 30.

R. 29.

(See Plate No. 4.)

DASSEL, a railroad station, promises to be an important point on account of its connection with Kingston on the north and Hutchinson on the south; good roads from both these places intersect the railroad here, and made the construction of a grain-house necessary, which will probably have to be replaced soon by an elevator. There are several stores and a hotel at Dassel, all doing a good business. A steam saw-mill and a hotel of larger dimensions than the present one, are contemplated to be erected this season. There are two saw-mills in the town south of Dassel, which find a ready market for their lumber on the prairie near Hutchinson.

HUTCHINSON, one of the oldest settlements in Minnesota, is situated on the south fork of Crow River, twelve miles south of Dassel. The town was first founded by the celebrated Hutchinson family, and may be justly called a New England settlement; it contains stores, hotels, and a saw and grist-mill. The Hutchinsons and their friends have opened several extensive farms, and have induced many wealthy and energetic Eastern farmers to settle in their neighborhood, creating one of the most prosperous settlements in that part of the State.

KINGSTON, eight miles north of Dassel, on the north fork of Crow River, is a flourishing town of about two hundred inhabitants; contains mills, stores, churches and mechanics of various branches.

DARWIN, a railroad station situate on the eastern border of the Big Prairie, is well located, and already shows evidence of thrift and prosperity. Besides the usual railroad buildings, there is here a grain-house, several stores, residences, &c. In this town the Company have laid out about 160 acres, extending to Dougherty Lake. The borders of this lake afford beautiful sites for country residences, and it is a good location for a summer hotel for pleasure and health seekers. South of this station, and within two miles, lie the beautiful lakes Washington and Stella, and in the township of Ellsworth there are many charming clear-water lakes, with sand and gravel shores, and well stocked with fish.

GREENLEAF is located in the southwest corner of this township, about ten miles from Darwin, and contains a saw and grist-mill, besides several stores and other buildings.

LITCHFIELD, a railroad station, is one of the most important points on this line. It is the county-seat of Meeker county, and the site of the U. S. District Land Office. In the fall of 1869 there was a grain crop harvested on the land that is now the site of about eighty buildings. The town contains several churches and good schools, hotels, stores, agricultural warehouses, several lumber yards, carpenter and blacksmith shops, a grain elevator, and other railroad buildings, besides many fine residences. Two newspapers are published in this town. The Railroad Company have a Land Office and emigrant house here, where emigrants can obtain all the information they desire in regard to the surrounding country, and a temporary home for their

families, while they go forth in search of a farm or more permanent residence. The Company has also laid out a large tract of land for town purposes, to which Mr. G. B. Waller has added on the north side, and Dr. G. W. Weisel on the south side, making a town site $1\frac{1}{4}$ miles long. Business lots are 25 by 140 ft., and residence lots 50 by 150 ft. The prices for business lots average about \$100, and residence lots \$75. The blocks immediately opposite the depot have been temporarily reserved from sale, not for the purpose of obtaining a larger price for them in future, but to be able to offer them for steam mills and such manufacturing enterprises as require to be located near the railroad track, and will eventually need side tracks to facilitate their business. The streets have been laid out wide, and several blocks have been donated for parks, and planted with trees at the expense of the Company.

FOREST CITY, one of the oldest towns west of the "Big Woods," is situated six miles northeast of Litchfield. There is a saw and grist-mill located near here, on Crow River, and the town contains two or three stores, a hotel, Catholic church, &c.; between this point and Kingston there are two good mill sites on Crow River.

The town of MANANNAH, situated about ten miles northwest from Litchfield, contains two stores, a hotel, school-house, and other buildings. A large flouring mill has been erected by Messrs. Hines, Beede & Kimball, and is in successful operation, adding much to create a good home market for the surrounding country.

General Description of the District embraced in this Plate.

These lands are much diversified, affording every facility for farming that the husbandman could desire. The eastern and northern portion, embracing the townships of Ellsworth, New Virginia, Swan Lake, Kingston, Eden Lake, Wakefield, and a part of Forest City and Manannah, north of Crow River, are generally heavily timbered with oak, elm, maple, linden, ash, &c., comprising a portion of the Big Woods. The settler here can not only supply himself with necessary building material, fencing and fuel, but can find a ready market for all his surplus timber at the neighboring mills, or on the prairie lying to the west. The balance of the lands on this plate are mostly prairie, with groves of timber skirting most of the largest lakes. A great portion of these lands are already occupied by fine large farms, giving the country the appearance of an old settled country in the East. It is not uncommon to see from one to two hundred acres under cultivation in one field. This district embraces a portion of Stearns, Meeker, Lincoln, and McLeod counties. The surface is gently undulating, and the soil is a very deep, rich black, sandy loam, bountifully producing all kinds of grain and vegetables grown in a northern latitude. The country is well watered by numerous beautiful clear-water lakes and streams. The two main branches of Crow River cross it from west to east; there are also many small tributaries running in all directions. The farmer can always find a good and convenient market at all of the stations on the railroad as well as at the small villages in the interior, for the sale of his produce, and the purchase of necessary supplies.

The lands on this plate range from \$5 to \$12 per acre.

T. 123 N.

T. 122 N.

T. 121 N.

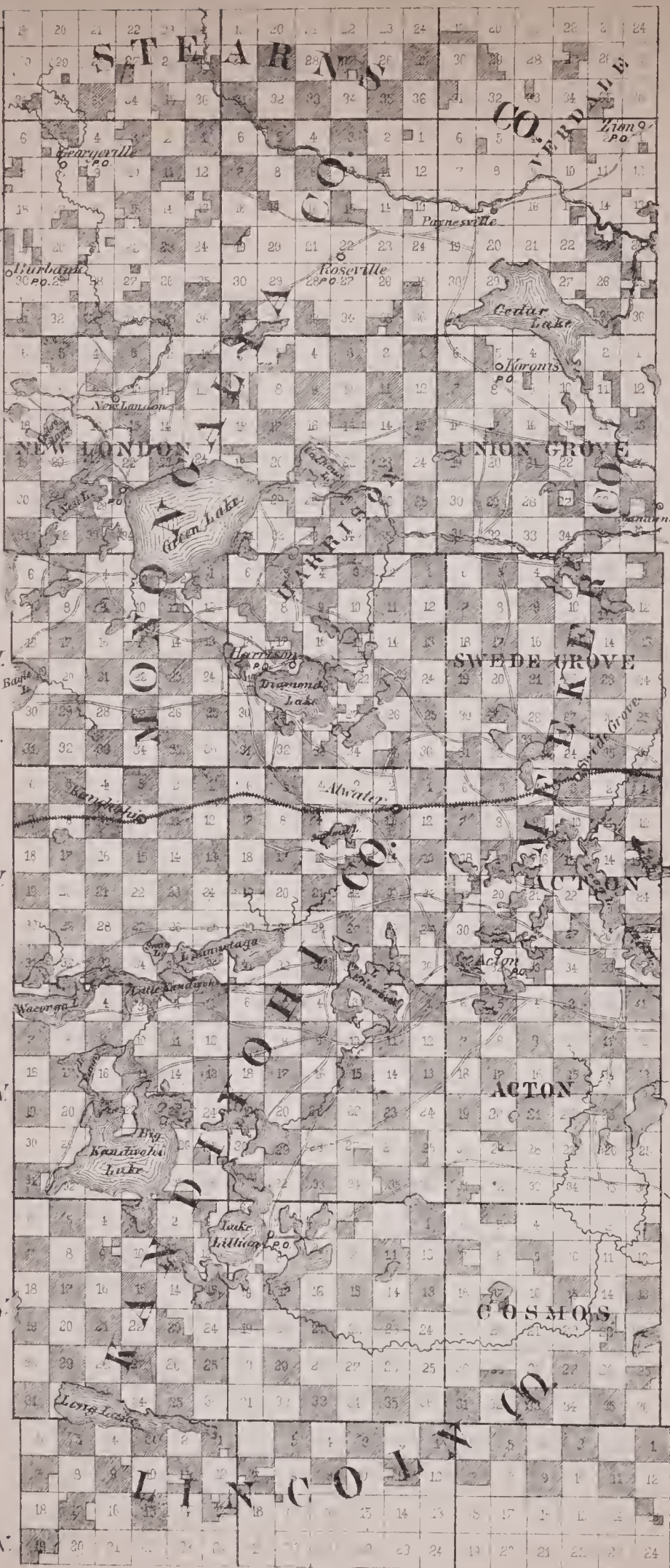
T. 120 N.

T. 119 N.

T. 118 N.

T. 117 N.

T. 116 N.



R. 34.

R. 33.

R. 32.

The shaded tracts indicate the Railroad Lands. Those colored Red indicate the Lands sold up to

(See Plate No. 5.)

SWEDE GROVE, a railroad station, is situated $7\frac{1}{2}$ miles west of Litchfield. The Company has laid out about sixty acres into town lots, which are now selling at \$50 to \$100.

This town contains, besides the ordinary railroad buildings, several stores and shops of various mechanics. About a mile from the station is a large grove of fine timber, in and around which the first settlements were made by Swedes, and from which it derived its name.

ATWATER, the next station west, and five miles from Swede Grove, is destined to be a town of considerable importance. It already contains five stores, one blacksmith shop, and one hotel, all doing a flourishing business. There is also a temporary school-house, which will, ere long, be replaced by a more substantial edifice. The Railroad Company has a grain-house, besides the ordinary station buildings. The first building was erected in the spring of 1870. There are 123 acres laid out into town lots, which the Company is now selling at from \$50 to \$75. There is a magnificent farming country in this vicinity. The noted Kandiyohi country, and that about Diamond and Green Lakes, are tributary to Atwater. There has been considerable coal found in this immediate neighborhood, and a company is formed who are now sinking a shaft about $1\frac{1}{2}$ miles northwest of this station, confidently expecting to reach a bed of coal soon. Should their anticipations be realized, it will be of incalculable benefit to the surrounding prairie country.

KANDIYOHI is the next station, $6\frac{1}{4}$ miles west of Atwater, situated in an open prairie country of magnificent soil. It is the present county seat of Kandiyohi county.

PAYNESVILLE, one of the oldest towns in the western part of Stearns county, situate sixteen miles north of Swede Grove, and on the north branch of the north fork of Crow River, contains two or three stores, two hotels, a blacksmith shop, &c.

NEW LONDON, the county seat of Monongalia county, is a new and flourishing town; it contains two stores, a saw and flouring-mill, &c. It is situated on the south branch of the north fork of Crow River, twelve miles north of Kandiyohi.

GREEN LAKE, situate on the west side of the lake from which it derives its name, contains a good saw and grist-mill, besides stores and other buildings.

HARRISON, situate on the west side of Diamond Lake, five miles northwest of Atwater, contains two stores and other buildings.

General Description of the District embraced in this Plate.

This country is generally considered the garden of the State. It can not be surpassed for beauty of scenery and fertility of soil. It is much diversified, being prairie and meadow, with numerous beautiful lakes skirted with

groves of timber. Lake Elizabeth, Green, Diamond and Cedar Lakes, and those in the Kandiyohi group, are the most prominent lakes in this section of the country, and are among the most beautiful lakes in the State. They have deep, clear water, sand and gravel beaches, with banks varying from five to thirty feet high, mostly surrounded by timber, with here and there a neck of prairie extending to the water's edge. The larger lakes abound with the finest fresh water fish. In the fall and spring nearly every pond and lake is alive with water fowl. Prairie chickens are quite plenty, and in the vicinity of Green and Cedar Lakes, deer are abundant. The farmer finds here a deep, rich, black, loamy soil, in places nearly level, in others, gently undulating, and from that to quite rolling. There are abundant meadows of good, nutritious blue-joint and red-top grass, nearly, if not quite as good for stock as the tame grasses. There is abundant timber for the requirements of the country for a number of years, at least until every farmer, by transplanting, can have a grove of timber at his own door. As will be seen from the plate, this country is well watered by numerous lakes and streams. The Government lands, and many of the railroad lands, are already settled by an industrious and thrifty class of Scandinavians, Germans, and Americans. This country is situated in Stearns, Monongalia, Kandiyohi and Lincoln counties. The price of the land varies from \$6 to \$12 per acre.

PLATE N^o 6.



red indicate lands sold up to

(See Plate No. 6.)

WILLMAR, one of the most important stations, is situated on the south side of Foot Lake, and 104 miles from St. Paul. The station buildings were erected early in the winter of 1869 and 1870, but there was very little done to the town until the spring of 1870. The village now contains sixteen stores, and shops representing different kinds of business, and six hotels and boarding houses. There are five more stores and a number of dwellings in process of erection. An emigrant house has been erected here by the Company. When the railroad is completed, Willmar will be the half-way station between St. Paul and Red River, which will necessitate the erection of repair shops and other railroad buildings. It is also the nearest railroad point for a large extent of country on the upper Minnesota River. The settlements of Yellow Medicine and Red Wood Falls, on the Minnesota River, are only thirty and thirty-five miles distant from Willmar, and connected by lines of stages. North of Willmar, are the old settlements on Eagle Lake, Lake Nevalden and the large chain of Norway Lakes; all these are tributary and easy of access. For the purpose of experiment, and also to encourage others, the Railroad Company has planted one thousand young forest trees around the shores of the lake, which has proved a perfect success, and has also added much to beautify the town site. The land laid out for town purposes is nearly level, open prairie. Business lots are 25 by 150 feet, and residence lots 50 by 150 feet, and are now selling at prices varying from \$50 to \$200.

ST. JOHNS, a railroad station, is $6\frac{1}{2}$ miles west of Willmar, situated in an open prairie country of excellent soil. The town site is laid out on the land of the Company. Lots are the usual size, and are offered at prices varying from \$50 to \$100.

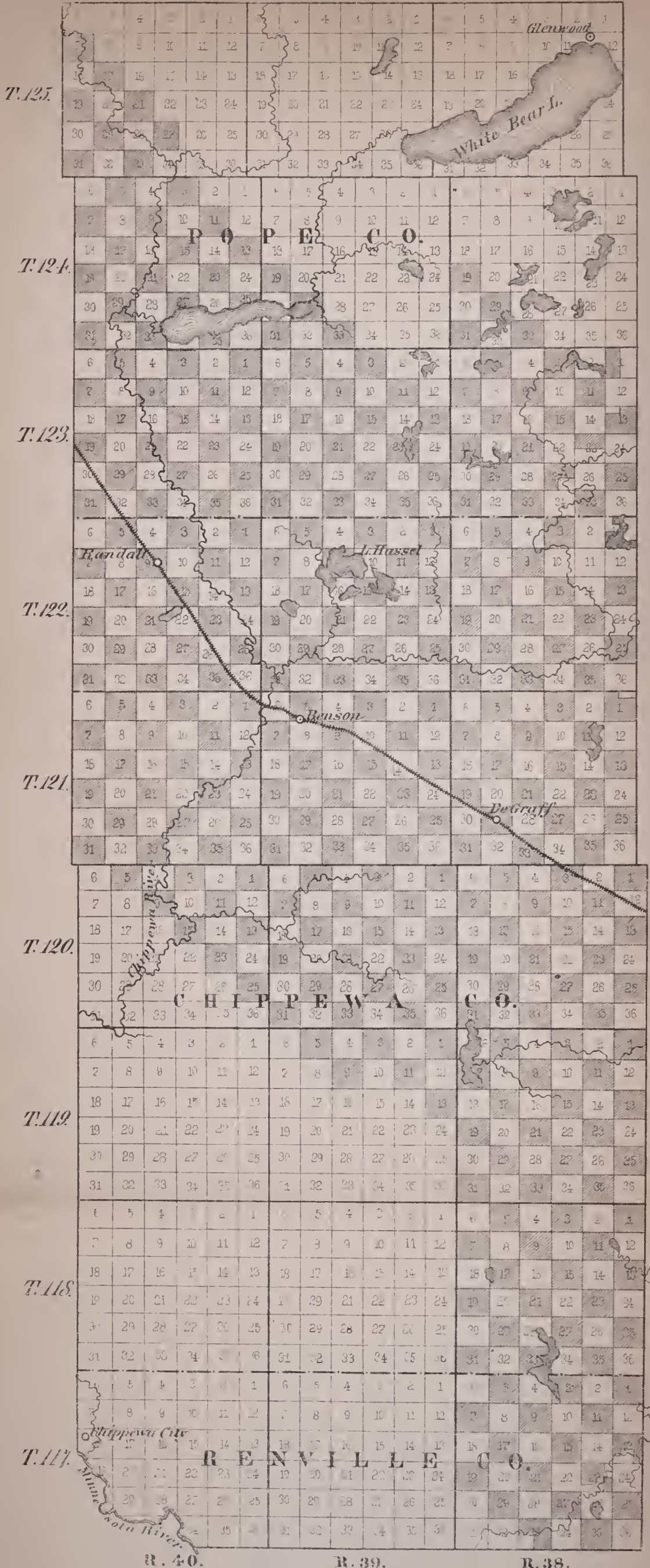
KERKHOVEN, a railroad station $7\frac{1}{2}$ miles from St. Johns, is also laid out on railroad land. It commands all the country in the immediate vicinity of Shakopee Creek, to which particular attention is called, on account of its large extent of meadow lands, making this locality very desirable for stock raising and dairy farming. A road from New London to Big Stone Lake crosses the railroad here, and will add to the importance of this station. Lots sell from \$50 to \$150.

General Description of the Lands embraced in this Plate.

These lands are gently undulating and nearly level prairie, with groves of timber on the Chippewa river, and on the shores of all the larger lakes. Extensive meadows of red-top and blue-joint grasses stretch along the shores of Shakopee Creek. The larger lakes in the east and north have clear water, sandy and pebbly shores, and generally abound in fish. The soil is a very deep, rich, black, sandy loam, with clay and gravel subsoil.

These lands are in Pope, Monongalia, Kandiyohi, and Chippewa counties, and are selling at \$5 to \$10 per acre.

PLATE No 7.



The shaded tracts indicate the Railroad lands. Those colored Red indicate the lands sold to

(See Plate No. 7.)

DE GRAFF, a railroad station, is located 9 miles from Kerkhoven, where a town is laid out on railroad land. The surrounding country is all prairie.

BENSON, the next station, is 134 miles from St. Paul, and near the crossing of the Chippewa River. There the Company have laid out 160 acres into town lots, which sell at \$100 and more. The Company have erected an immigrant house for the temporary accommodation of immigrants seeking homes in this vicinity. The valley of the Chippewa River, having fine groves of timber, has been well settled, and roads diverge from here in all directions. The town of Glenwood, on White Bear Lake, is only 25 miles distant, and is proposed to be connected with Benson by a stage line.

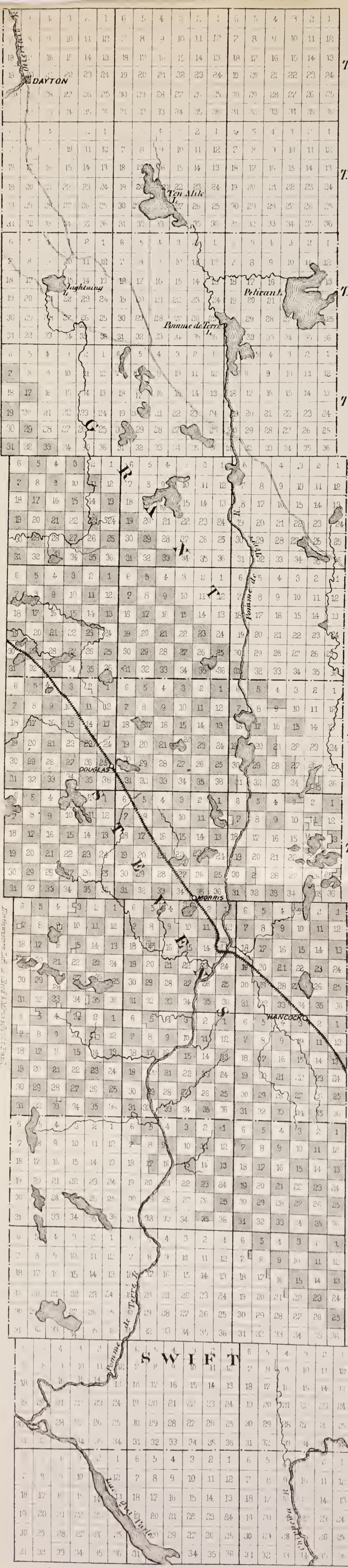
CHIPPEWA CITY, at the mouth of Chippewa River, on the Minnesota River, is only 35 miles distant, and will make Benson its railway station.

RANDALL, the next railroad station, is 7 miles from Benson, also located on the Company's land.

General Description of the Lands embraced in this Plate.

These lands are gently undulating and level prairie, with some groves of timber on Chippewa River and on the largest lakes. The soil is very deep and fertile. This district is in Douglass, Pope, Chippewa and Renville counties.

The land is offered for sale to actual settlers at \$5 to \$9 per acre.



The shaded tracts indicate Railroad lands. Those colored red indicate lands sold up to

(See Plate No. 8.)

HANCOCK, a railroad station, is located 9 miles from Randall. The town is laid out on land belonging to the Railroad Company, according to the usual plan—minimum price of lots \$50. Six miles north of Hancock, there is a cluster of fine lakes, dotted with nice groves of timber, which has attracted quite an extensive settlement. The government lands are also being rapidly taken by actual settlers, making Hancock a lively business point.

MORRIS, also a railroad station, 10 miles west of Hancock, and 158 miles from St. Paul, is located two miles west of the Pomme de Terre River, on a high and rolling prairie, on the shores of a fine clear-water lake. The country immediately tributary to this place has many fine lakes and groves of timber, which are already taken by settlers, some of them having already up to 100 acres under cultivation. A stage line from Alexandria and Sauk Centre, via Big Stone Lake to Fort Wadsworth, crosses the railroad here, adding much to the importance of the place. The Railroad Company have here another of their large and commodious immigrant receiving houses. Morris being situate in the centre of Stevens county, is destined to have the county seat located here. The town is laid out after the usual plan adopted by the Railroad Company, and lots are selling from \$50 and upwards.

DOUGLAS, the next railroad station, is 9 miles distant from Morris, laid out on the property of the Company. It is situated on the eastern end of a cluster of lakes called Moose Island Lakes, on the west end of which is situated the next railroad station, Herman.

General Description of the Lands embraced in this Plate.

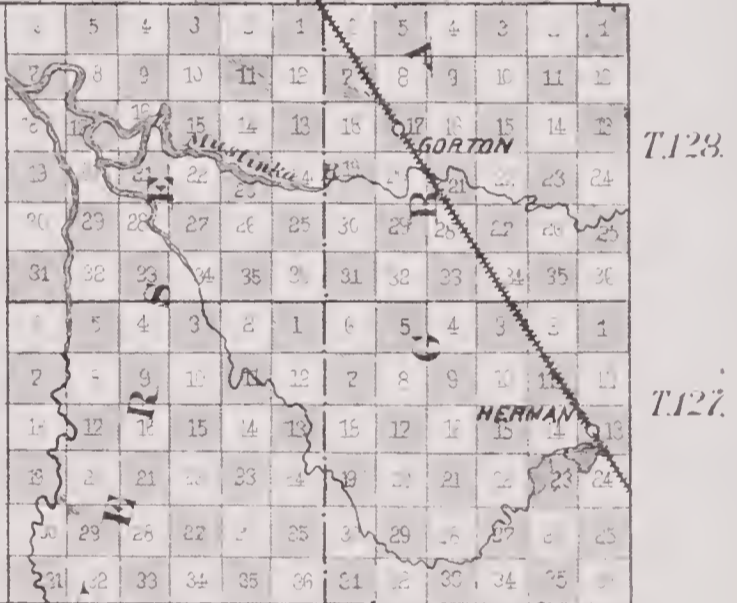
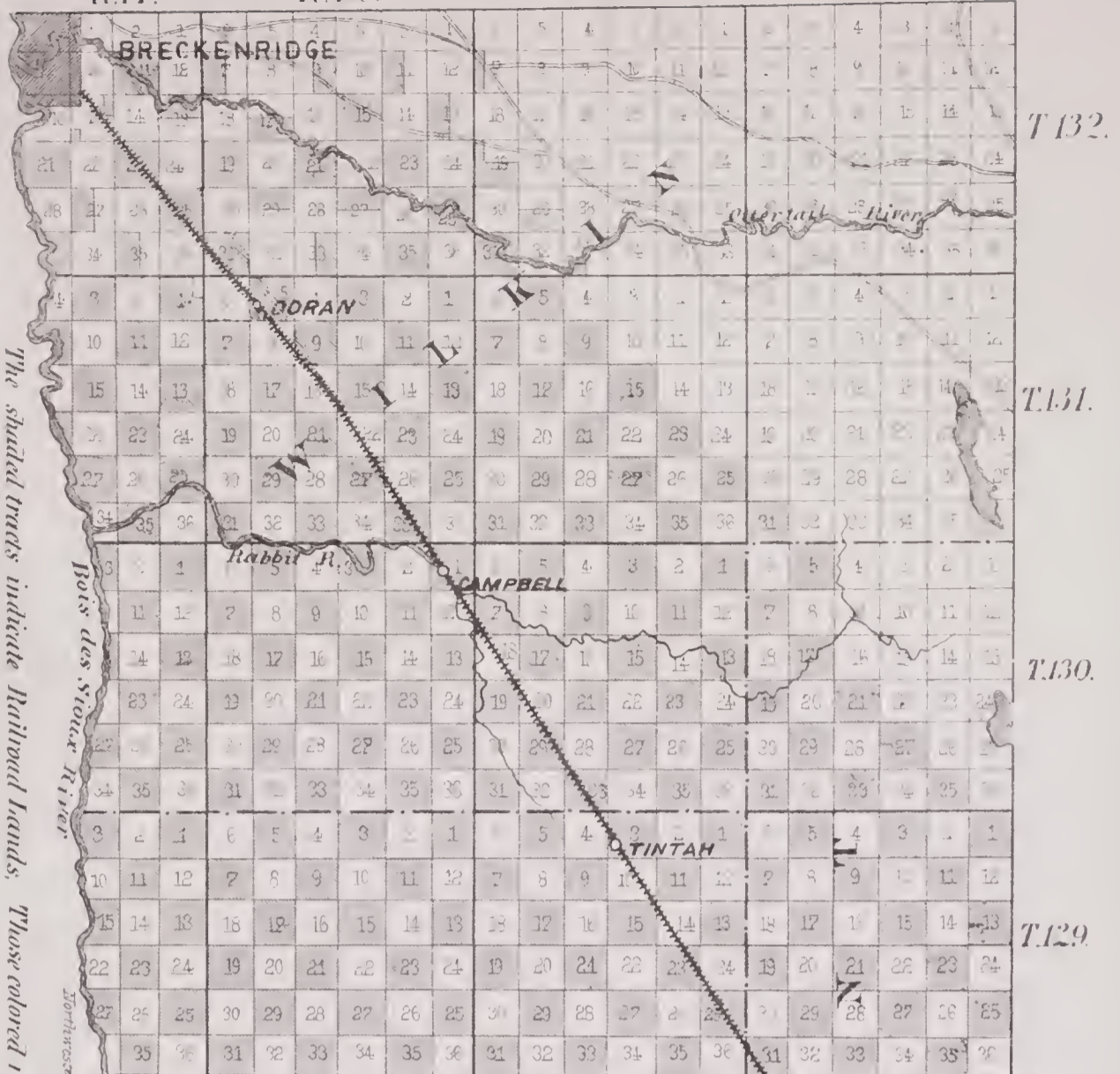
All the lands shown on this plate are prairie lands of the very best quality. Those east of Pomme de Terre River, are more level than those on the west side. On the borders of, and between the numerous little lakes, there are handsome groves of timber, which add much to beautify the scenery and are of great value to the settlers. This district comprises part of Stevens and Grant counties, and the lands are sold at from \$5 to \$8 per acre.

to distance from the railroad.

M.L.5

PLATE N^o 9.

R. 47. R. 46. R. 45. R. 44.



R. 46. R. 45. R. 44.

The shaded tracts indicate Railroad Lands. Those colored red indicate lands sold up to

Northwestern Tracts in (Black & Kansas City) St. Paul.

(See Plate No. 9.)

HERMAN.—This railroad station is situated immediately west of the Moose Island Lakes, on the banks of one of them. The scenery around it is very attractive, being a gently rolling prairie, interspersed with beautiful lakes and groves of timber, having the appearance of a highly cultivated park. The distance from St. Paul is 177 miles, and from Alexandria, the nearest United States Land Office, 42 miles. South of this station plenty of Government lands, within easy reach of the railroad, can still be had. Town lots are sold at from \$50 to \$200.

GORTON, the next station, is 7 miles distant from Herman, situate on a very level prairie, near Mustinka River, which abounds in excellent meadow lands. A town is laid out on railroad land.

TINTAH, $9\frac{1}{2}$ miles from Gorton, is also laid out on the Company's land. The country around it is almost level prairie of the richest soil.

CAMPBELL, 7 miles beyond Tintah and 200 miles from St. Paul, is situate on Rabbit River, a tributary of the Bois de Sioux River, which empties into the Red river at Breckenridge. The country around Campbell is all level prairie of the best quality. The town is laid out on railroad lands.

DORAN, the last station before reaching the Red River, is also laid out on the property of the Company, in a fine level prairie.

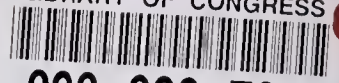
BRECKENRIDGE, the present terminus of this line, is situate on the Red River of the North, at the mouth of the Bois de Sioux River, and is 216 miles from St. Paul. It was first located by a party of enterprising pioneers in the year 1858. They erected a saw-mill, hotel, and several other buildings. They also bought a large tract of land from the government, but in 1862, during the Indian war, the settlers fled to Fort Abercrombie, and all the buildings were burned by the Indians. Since then no new settlement has been made there. The location of the town is a very favorable one, as the Upper Red River, or Otter Tail River, as it is also called, reaches into a pine region, from where timber can be floated down to the railroad crossing, thus supplying the country on the west end of this railroad with building material. This being the present terminus of the main line, and commanding a fine country west of it, in the Territory of Dakota, and with its advantage of an abundant supply of timber, can not fail to become an important business point.

An immigrant receiving house will be constructed here by the Company.

General Description of the Lands embraced in this Plate.

All the lands shown on this plate are level prairie lands of the finest quality; the soil is a heavy black vegetable mold, of from $1\frac{1}{2}$ to three feet thick, underlaid with clay, and marl in some places, thus showing the most desirable qualifications needed for the highest possible productiveness. This is shown at present in the luxuriant growth of the various species of grasses, blue-joint and red-top growing to a height of five feet. The bottom lands of the Red River and the Bois de Sioux River and their smaller tributaries, are well covered with timber, providing the settlers with fuel and building material. The price of railroad lands is \$5 per acre and upwards, according to distance from the railroad.

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